

TONOPAH DAILY BONANZA

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MEMBER OF THE ASSOCIATED PRESS
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STOP THE SQUAWKING.

THE AUTHORITIES should take a hand in suppressing or regulating to some degree the amateur motorist who delights in squawking his horn every few feet he travels. There is no excuse for this noise-making epidemic which amounts to a carnival of nerve-racking disorders that serve no useful purpose except to distract the innocent pedestrian. This sort of business is not tolerated in any advanced community and drivers in cities have been taught to obey the unwritten law which decrees that all unnecessary noise should be avoided in the vicinity of hospitals. In Tonopah certain idiotic drivers who should adorn a jail instead of sitting at the steering wheel make it a practice to emit the most raucous emanations their auto-horns can produce whenever they come into the vicinity of the Mine Operators' hospital.

LION SHOWING HIS TEETH.

A L. CAMOUFLAGE has been cast aside from the relations of Great Britain to the United States through the assertion of Edward Carson, the Unionist leader of the Ulsterites who insultingly warns this country to look after its own affairs and not meddle with those of the British crown. There is no mistaking the effect of the remark. "I seriously say to America: 'You attend to your own affairs and we will attend to ours. You look after your own affairs at home. We will brook no interference.'" From an Orangeman whose national color is the jaundiced yellow, the sentiment comes with peculiar force as showing the unhealthy tinge of opinion nursed by proximity to the British throne. Carson had been the favored son of the kingdom of Great Britain and Ireland whose disloyalty at a critical time in the history of Erin deserved the scaffold after a solemn head-court martial. It was Carson who warned the King that any interference with the Orangemen would lead to an open revolt of the army which at that time was at the point of rebellion. So tense was the situation that the navy had to be invoked by the crown to hold in check the two rival parties in Ireland. The allegation that the Sinn Feiners are in league with Germany comes with exceedingly bad grace from such a traitor whose own record is one of perfidy and self aggrandizement. It is not necessary to dwell on the merits of the Irish question for the sons of Ireland seem well able to take care of themselves, but when an insult is flung in the teeth of every American citizen of this country have the right to demand an explanation from the British government. "Let America mind its own affairs and we will attend to ours." This marks the change wrought in British sentiment in the course of two brief years since England was begging the United States to come to her aid in holding back the hordes of Germany. England did not tell congress to "mind its own affairs" when it sent its prime minister to Washington to beg and plead for speedy termination of the "do-nothing" policy of President Wilson. The confession made at that time stated that England was at the end of its resources in both man and money power and could not hold out much longer without the assistance of the rich American nation. We were not told to mind our own business when we were asked to organize an army of three million men to take up the job which the British Empire could not finish. Nothing of the kind was suggested at that time when Great Britain was in desperate straits. These are matters of historical record and it is incumbent on the present administration at Washington to demand if the semi-authoritative rejoinder is inspired by the British government. If it is not an immediate apology should follow.

Nevertheless Sir Edward hits the nail squarely on the head with a blow that should drive another nail in the coffin of the Wilson administration. It would have been the correct policy for America to have attended to its own affairs and let the European countries fight it out the best way they could. The only reason for mixing in the struggle was the fear that Germany, after whipping the whole aggregation of British, French, Belgian and colonial troops, would turn attention to the prosperous nation over the Atlantic and essay to invade our shores. That is the only palliation for taking part in the world war. When the enemy was beaten the war should have ended so far as this country is concerned by having our troops returned to their homes. Even at this late hour, England is juggling with the peace treaty to the end that this country should police the world by taking off its hands the job of which Britannia made such a miserable fiasco. England has no use for an American except when he can be turned to the profit of national selfishness. Sir Edward may have been right when he warned Americans to take care of their own business. At least we realize Sir Edward Carson speaks the mind of the inner circle of his country which can never forget that three-fourths of the Continental army that fought under Washington was either Irish or of Irish descent.

FAILURE OF THE RAILROADS.

ROBERT LOVETT, the guiding spirit in the greatest organization of private capital in railroad investments, speaks his mind freely when he says the proposed plan of reorganizing the government railroad administration into regional companies would be even a greater mistake than the one made when private ownership was abolished for war purposes. Mr. Lovett is the constructive genius of the age. He knows more about the principles of organization and operation than any other man who ever stepped into shoe leather. At one swoop he deals a solar plexus to the dream of the administration by setting forth the fact that if the regional system were carried into effect, the dividend paying systems would be burdened with a lot of unprofitable lines whose operation and

maintenance would militate against the interests of those who invested in railroad stock and bonds. To force weak roads on strong lines would be to impose an injustice on the stockholders who never calculated on advancing funds to float a lot of dead cats and dogs that had no value in times of peace or capacity for development under normal conditions. The courts would not stand for such a confiscation of investments. Mr. Lovett is also opposed to the plan of pooling the earnings of all roads and in favor of turning every mile of track back to the original owners to let them do as they did before government interference. Most of these lines were successful in covering the cost of operating and maintenance but since the government got its Lagoon grip on them the entire transportation system of the United States has been steadily deprecating in spite of the 50 per cent increase in tariffs of freight, express and passenger service while the initiative of private enterprise has been throttled almost to extinction.

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ALASKA WANTS COOKS

(Correspondence Associated Press)
 JUNEAU, Alaska, June 16.—Alaska needs cooks. A recent bulletin of the Territorial Bureau of Publicity said that there is a great demand for family, hotel and restaurant and camp cooks in many localities all through the territory.

NOTICE OF SETTLEMENT OF ACCOUNT AND DECREE FOR DISTRIBUTION.

In the District Court of the Fifth Judicial District of the State of Nevada, in and for the County of Nye.

In the matter of the estate of John Vuyovich, deceased.
 Notice is hereby given that Mike Vuyovich, the executor of the estate of John Vuyovich, deceased, has rendered and presented for settlement and filed in said court his first and final account and decree for distribution of said estate and that Tuesday, July 29th, 1919, at 10 o'clock a. m. at the court room of said court at the Town of Tonopah, in the said County of Nye, has been duly appointed by the court for the settlement of said account, at which time and place any person interested in said estate may appear and file his objections in writing to the said account and contest the same.
 Dated July 8th, 1919.
 J. E. GLASS, County Clerk
 L. Hafferton, Deputy Clerk
 W. B. Gibson, Attorney for Estate.
 July 8, 1919.

A. Homer Black Jos. F. O'Byrne

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PHONE COMPANY ASKS PERMIT

The Nevada Public Service Commission has set Thursday, July 17, for a public hearing on the application of the Bell Telephone company of Nevada for a permit to construct a toll line between Reno and Tonopah, connecting with the line of the Nevada Telephone and Telegraph company here and to establish toll stations at Mina and Luning.

The application states that it is proposed to place the line on the poles of the Western Union between Dayton Nevada and Tonopah. The application is accompanied by a statement from the Western Union that it has consented to the use of its lines by the telephone company.

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